

Today's Advertisements.

ELITE SKATING RINK, DUDELL STREET.

TO-NIGHT AND EVERY EVENING,
AT 9 P.M.

THURSDAY, the 14th January,
BOXING.

SATURDAY, the 16th January.
Under the Distinguished Patronage of
H.E. the Governor Sir WILLIAM ROBINSON,
K.C.M.G., F.R.S.S.,
H.E. Sir General WILSON BLACK, C.B.,
GRAND MILITARY CONCERT,
by the
Full Band of the (P.W.O.) West Yorkshire
Regiment and Pipes,
By kind permission of Col. C. S. GORDON and
OFFICERS of the Battalion.
The Concert to conclude with a Grand Finale
entitled
BRITISH ARMY QUADRILLES.

SEATS may be booked at W. ROBINSON'S
Music Room, Queen's Road.
SAM MARKS,
Proprietor.

Hongkong, 11th January, 1897. (169)

ODD VOLUMES SOCIETY.

CHANGE OF PLACE OF MEETING AND HOUR OF
LECTURE OF HIS EXCELLENCY THE
GOVERNOR.

NOTICE is hereby given that HIS EXCEL-
LENCY the GOVERNOR has kindly
consented to deliver his Lecture upon
"CHARLES DICKENS" on the 20th instant,
at GOVERNMENT HOUSE, at 5 P.M. punctually,
instead of at the Mount Austin Hotel, at 5.30
p.m., as previously advertised.

MEMBERS may invite non-subscribers.
LADIES are invited to attend.
HENRY E. POLLOCK,
Acting Hon. Secretary.

Hongkong, 11th January, 1897. (1125)

NOTICE.

THE B. M. O. A. requires at present a
SECRETARY, of good business capabil-
ities; Salary, \$70 per Month; Residence on
the premises.

Applications to be addressed to the Treasurer,
Mr. J. SMITH, at the B. M. O. A. Rooms,
No. 4, Blue Buildings, Wanchai.
Hongkong, 11th January, 1897. (1119)

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Robson, will be despatched for the
above Ports TO-MORROW, the 12th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 11th January, 1897. (1120)

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI, VIA SWATOW.

THE Company's Steamship

"TAIWAN,"

Captain Pence, will be despatched as above on
WEDNESDAY, the 13th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th January, 1897. (1127)

FOR SHANGHAI.

THE Steamship

"NANYANG,"

Captain Th. Lehmann, will be despatched for the
above Port THURSDAY, the 14th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 11th January, 1897. (1121)

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. O'Brien, will be despatched for the
above Ports on SATURDAY, the 16th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 11th January, 1897. (1124)

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched as above on
MONDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th January, 1897. (1177)

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched as above on
SATURDAY, the 30th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th January, 1897. (1128)

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo, impeding the discharge or remaining
on board after 4 P.M. of the 13th instant, will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Wanchai.
Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 11th January, 1897. (1122)

Today's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI,"

FROM ANTWERP, LONDON, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
Optional goods will be landed here unless
instructions are given to the contrary before 10
A.M. on the 12th inst.
Goods not cleared by the 16th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godown, and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 11th January, 1897. (1123)

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE,"

FROM ANTWERP, LONDON AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whenever and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 18th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th January, 1897 (1126)

FROM BOMBAY, TUTICORIN AND
SINGAPORE.

THE Company's Steamship

"MIKE MARU"

having arrived from above Ports, Consignees of
Cargo are hereby informed that their Goods,
with the exception of Valuable, are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Wanchai, whence delivery
may be obtained.
All chafed or damaged Goods must be left in
the Godowns and a certificate of the damage
obtained from the Godown Company, and sent
into this Office within seven days after the
vessel's arrival, after which no claims will be
recognized, and Goods remaining undelivered
will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Underwriter.

NIPPON YUSEN KAISHA.

Hongkong, 11th January, 1897 (1123)

Intimations.

DAKIN, CRUICKSHANK &

COMPANY, LIMITED,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.
Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1897. (1227)

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph" and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication but as evidence of good faith.
What the columns of the Hongkong Telegraph will always
be open for the full discussion of any question of public
interest, it is respectfully requested that the Editor does not in any way hold himself responsible for
opinions thus expressed.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until discontinued.
The Hongkong Telegraph is the largest circulation of any
English newspaper published in the Far East, and is therefore
best medium for Advertisements. Terms can be learned on application.
The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegrams address "Telegraph,"
Hongkong.

TO ADVERTISERS.

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The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1. Telegrams address "Telegraph,"
Hongkong.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND
SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET—Our Clarets, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINE AND SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. (16)

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 11, 1897.

NOTES AND COMMENTS.

The telegrams we published this morn-
ing and republish in this issue are of
serious import. The gravity of the position
in the North-Western Provinces of
India seems at length to be fully recognised
by the Government of India, and an appeal
has been made to the Lord Mayor for
funds to supplement the means at the dis-
posal of the Viceroy. Big famines have
been, unfortunately, of not infrequent
occurrence in India, and the departments
there must be, by this time, intimately
acquainted with all the details of famine
administration and fully prepared to cope
with the requirements of a pro-
longed period of scarcity. It is
not so very long since the Gov-
ernment of India officially declared
itself as ready to meet any emergency
that might arise. This present famine is,
however, distinguished from all others by
the presence in India—in Bombay and
Kurrachi certainly—of the plague, and
apparently in an aggravated form.
Famines have always been followed by
epidemics. It looks as if in this case
famine and plague would go hand in hand
throughout a vast area and among
populations peculiarly susceptible to
diseases of all kinds. We hope the
Indian Government are fully prepared to
meet and baffle these terrible allies.
Public works of all kinds are suitable
when famine comes alone, but the
advent of the plague means, in addition,
numerous hospitals, a strong medical staff,
an army of nurses, of bearers, of grave-
diggers, and an organisation capable of
enforcing at all points the essen-
tial principle of all successful treatment—segregation.
It seems to us that the occasion
calls for an immediate strengthening of
the personnel throughout all the North-
west of India and that if that is not done,
and speedily done, there will be a terrible
crash of work thrown on the district officers
and ordinary staff throughout the country,
and a very serious risk of a breakdown.
Famine work is at all times heavy enough.
Famine and plague combined may prove
too much even for the energy and zeal of
the well-tried Indian civil servants.

Famine and plague in India, rinderpest
working its way through all the African
settlements to the sea; Matabeleland still in
confusion; Bechuanaland in open revolt;
big strikes among important sections of
the workers on whom our shipping trade
depends, in Australia, on the Continent and
in England; all these troubles combined
do not promise well for our peace and com-
fort in the current year, and rather more
than overbalance the prospect of a fair
surplus in the hands of the Chancellor of
the Exchequer. It looks as if he might
have demands on him from more quarters
than one that will leave him without funds
to spend in aid of the distressed of our

coasting stations. There is no doubt about
it that Hongkong and Singapore both
require very much stronger defences than
they have got if they are to be made
reasonably safe against all contingencies.
Neither Singapore nor Hongkong is
sufficiently well fortified or sufficiently
strongly garrisoned to be safe in the
absence of the fleet, and the fleet itself in
these waters is not of sufficient force to
provide against all eventualities. May we
reminde the members of the local branch
of the Navy League that the defences of
Hongkong are fully and fairly within the
purview of their association, and that it is
their duty to call attention to all deficiencies
in them? The fleet is practically useless in
these days of steam without coaling ports.
Vessels can no longer keep the sea for
two years at a stretch as in Nelson's
time. Is there a vessel in the squadron
that could cruise for even a month without
recoaling; and if Hongkong were cap-
tured or destroyed by an enemy, where
could our vessels in these seas run for fuel
or for repairs? Neutral ports could not
supply them. Is Hongkong safe from
sudden attack? We doubt it. If it is not
safe, it should be made so, if not for its
own sake, for that of the navy for whom
its safety is essential, and the Navy League
is, or ought to be, as deeply interested in
the efficiency and security of the garrison
here as in the strength and sufficiency of
the fleet in these waters.

TELEGRAMS.

REUTER'S MESSAGES.

THE PLAGUE IN BOMBAY.

LONDON, January 8th.

The plague in Bombay is unabated and
business is paralyzed; nearly half of the popu-
lation has fled, and several mills have been closed.
The scourge is also bad at Kurrachi.

THE INDIAN FAMINE.

At the request of Lord George Hamilton the
Lord Mayor has opened an Indian famine fund,
as there is no longer any doubt of the extreme
gravity of the extent of the calamity.

THE RUSSELL-SCOTT LIBEL CASE.

Lady Scott, Aylott, and Cockburn have been
sentenced to eight months' imprisonment each;
Lady Scott as a first-class misdemeanant.

THE CUBAN INSURRECTION.

It is reported in New York that the Cuban
insurgents have made overtures of peace to
Spain.

THE STRIKE OF MARINE ENGINEERS
IN AUSTRALIA.

The strike of Australian marine engineers
has recommenced.

THE COALING STATIONS.

Sir Michael Hicks-Beach, speaking at Bristol,
said that he had reasons to expect a fair surplus
and that the Government would ask for large
amounts for the defence of the coaling stations.

THE REVOLT IN BECHUANALAND.

The situation in Bechuanaland is more
grave and the natives are raiding various
districts.

THE REBELLION IN THE
PHILIPPINES.

THE REBELS AGAIN DEFEATED.

We are indebted to the courtesy of the
Spanish Consul for the following copy of a
telegram received from the Spanish headquarters
in the Philippines:—
"The rebels of Baguio have been routed, the
royal troops capturing a village and killing 64
of the enemy. After a hard fight the insurgents,
under Chief Llanera, were also routed at Libano.
Bulacan, the royal troops capturing the rebel
trenches after a desperate engagement and killing
58 (counted) and wounding many others."

(From L'Avant du Tonkin.)

THE REBELLION IN THE PHILIPPINES.

PARIS, January 3rd.

The Spaniards have defeated the insurgents
at Manila, killing eleven hundred of them.

THE ELECTIONS.

PARIS, January 4th.

The election of Senators resulted as follows:—
Republicans 69; Radicals 16; Conservatives
12. The Republicans gained 8 seats.

RUSSIA AND FRANCE.

PARIS, January 1st.

The Tsar, on the occasion of the New Year,
telegraphed to the President expressing his best
wishes for the prosperity of France and adding
that he retains an imperishable recollection of
his visit to the President.

PARIS, January and.

The English and French papers comment on
the importance of the telegram addressed by the
Tsar to France.

THE PROSPECTS OF PEACE.

PARIS, January and.

At a reception at the Elysée, M. Mohren-
heim, the Russian Ambassador, as Doyen of the
Cory Diplomatique, stated the year commences
under favorable auspices, France contributing,
by her action, to the maintenance of peace.

THE CUBAN HIBROGLIO.

LONDON, December 24th.

Mr. Olney declares that the Government of
Spain still has it in its power to avert a rupture
with the United States without losing Cuba, if
they will allow the United States to settle the
difficulty between the Spanish authorities and
the insurgents in Cuba.

LONDON, December 26th.

M. Blomet, the Paris correspondent of the
London Times, states that the European Powers
in friendly terms have no interest in President Cleve-
land's declaration that they cannot maintain troops in
the United States' encourages or recognizes the
Cuban insurgents. Europe is uneasy at the
action of the United States in menacing Powers
possessing territory in proximity to America,
and in the event of the United States officially
aiding with the Cubans, Germany is ready to
side with Spain.

FILIBUSTERING.

A filibustering vessel, the TAMPA FRIEND,
also a sharp conflict with a Spanish gunboat,
described in conflicting words and circumstances at
Cuba, and subjected to a second fight, disabling
two cruisers with heavy quick-firing guns.

THE PLAGUE IN INDIA.

BOMBAY, December 23rd.

The plague returns to-day show eighty-five
cases and thirty-seven deaths. The abnormal
increase is traced to the condition of the weather.
The theory that the outbreak is due to the state
of the drains has received a rude shock by the
fact that cases have occurred at the extreme
end of Worli, where there are no drains at all.

(Special to Nagasaki Express.)

THE YOKOHAMA POISONING CASE.

YOKOHAMA, January 5th.

The Carew crew opened to-day. The five
jurors sworn were Messrs. A. H. Cole Watson,
J. Davidson (formerly agent for the N.Y.K. at
Nagasaki), Patterson, R. C. K. Johnson and
D. W. M. McLaren. Five were challenged by
Mr. Carew's Counsel, Mr. J. F. Lowder, and
four, who failed to respond to their names, were
fined by His Honor Judge Mowat.

(From Kobi Chronicle.)

THE EMPEROR INDISPOSED.

TOKYO, January 1st.

His Majesty the Emperor being slightly in-
disposed by a cold, the visitors at the Palace this
morning were received by H.M. the Empress.

TOKYO, January 4th.

His Majesty the Emperor being still indisposed
did not attend the ceremony of the resumption
of the Government business to-day.

His Majesty was suffering from fever with bad
cough. The fever rose to 38.0 degrees, but
abated considerably next day. When Dr. Ikeda
attended this morning, the fever was at 37.8
degrees, only 0.8 degree above normal. The
cough has not yet entirely ceased, however.
The Imperial physicians have been waiting
alternately all the time. His Majesty is expected
to be all right in a few days.

THE PREMIER.

TOKYO, January 2nd.</

DURING the yacht race yesterday Mr. H. E. Pollock's vessel *Active* collided with a junk when rounding one of the marks, and sunk 9 fathoms. Mr. Pollock and his *lowda* were picked up.

FROM Mr. G. C. Anderson we have received a sample of John Walker & Son's old Highland Whisky. This is a liquor that is well-known at home and abroad, and like good wine it "needs no bush." Full and richly flavoured, and possessing a fine aroma, and without a trace of the fiery nature peculiar to common whiskies, this article is a liquor that should be known to everyone who cares for a good "wee dram." There is a little and a little saying that "There's no bad whisky but some is better than others," well, Walker's "Old Highland" is better than very many and can be commended as a safe thing. Mr. G. C. Anderson is the sole agent for Walker & Son in Hongkong.

DARIN, CRICKSHANK & CO., LIMITED.

An extraordinary general meeting of Darin, Crickshank & Co., Limited, was held at the Hongkong Hotel to-day at noon when resolutions passed at the extraordinary general meeting held on the 17th December were submitted for confirmation. Mr. A. Bala presided and there were also present Messrs. R. A. Gubbay, A. G. Stokes, F. Maitland, Coutts, Sanson, H. S. Benjamin, Reisle and Fung A. Chai.

The Chairman explained the business of the meeting and said he would like the legal advice to say whether the directors were freed from further responsibility after the liquidator had been appointed.

Mr. H. L. Denny's representative said that after the appointment of a liquidator the directors' power ceased.

The Chairman said that according to the Articles of Association there was nothing regarding that.

Mr. Denny's representative explained that the powers of the directors ceased after this unless they were confirmed specially by the company in general meeting or by the liquidator himself.

The Chairman said that, on behalf of those concerned and for himself, he wanted to know what the liquidator was to do. They had appointed him and were to give him \$500 and he would like to know what he was to do for.

Before the last meeting a gentleman was appointed to go through the books and he understood that the liquidator had only to really and truly liquidate the business after going thoroughly through the books. The gentleman then he had appointed had gone through the books; they had confirmed his statement, and he would like to know what the \$500 were for. He strongly objected to it. He could quite understand it there was any difficulty in winding up the concern. He had nothing to say about the gentleman himself, but it was a matter which he wanted to get as many as he could out of the concern. He would like to know what was to be done for it. They had a manager and the thing was a going concern and the liquidator would only have to sign cheques, which the directors had been doing all along. It was for the shareholders themselves to say if this \$500 should be spent so foolishly. He again strongly protested against it.

Mr. Stokes said the chairman should have made his remarks before the resolution was carried.

The Chairman: The thing is not confirmed. Mr. Stokes: No, but Mr. Maitland was appointed auditor and liquidator.

The Chairman: A gentleman went over the books and gave a true statement, and what is the auditor to do now? Can any of you tell me? I put this against the \$500 being spent and also against this meeting being advertised for 31 days, as there was no occasion for it. It was spending \$5 when \$500 would have done it. I want to get all the money I can out of it. The point is whether money should be spent to liquidate the business. Why do the directors and managers liquidate the business? I have not been paid a cent as director. Suppose the company was sold, would the liquidator have power to transfer the company and who would have to pay the cost?

Mr. Denny's representative explained that the purchasers would have to pay, but the company would have to pay for its own liquidation's work.

The Chairman asked why not have a liquidator and have the whole thing finished off. He would like to know what they were going to get for that \$500. Would the liquidator be able to transfer the company right over without any legal expenses?

Mr. Maitland (liquidator) said he was thoroughly entitled to the amount for the work, but he was not asking them to vote it. He had had several offers, and had he accepted them his expenses would have been more than \$500. If the offer of so much per share was accepted by the shareholders, then the \$500 was a reasonable fee. Regarding the transfer the purchaser's solicitor would make up the deed of assignment and the company's solicitor would have to go through it.

The Chairman said he (Mr. Maitland) being the liquidator should be the last to say he had no offer to make. He should be acting on behalf of the shareholders and not for another company.

Mr. Maitland: I am doing my best for the shareholders and I have wired to London regarding some thousand odd shares I am representing.

The Chairman said he wanted the London shareholders to be aware that as Mr. Maitland represented so many shares he should not be liquidator. He thought the chairman should be liquidator at the last meeting, but he wanted to know what he was to get \$500 for.

The books had been audited by a proper accountant and what more was there to do but to sign cheques? He should go through all the books and he knew he had not time to do so.

Mr. Stokes: It is for the other party to go through the books. We only want our money down. It is rather late in the day for the chairman to object. He should have done so before.

The Chairman: I object now because we have met to confirm the resolution.

Mr. Stokes: We are here to agree to the terms and cannot object to the money; it is passed.

The Chairman: I know that, but I want to know what it is going for. My reason is to satisfy myself, being a pretty heavy shareholder. If our late Mr. Fenwick had been alive he would have strongly protested against it.

Mr. Maitland here explained that the company would also have to pay legal advice to see that everything was done in legal fashion, and this was all that could be expected of him.

Mr. H. Benjamin then moved the confirmation of the first resolution, which was as follows:—

"That in accordance with the notice in the papers the Company be voluntarily wound up and that a Liquidator be appointed for such winding up."

Mr. A. G. Stokes seconded the motion, which was agreed to.

Mr. Benjamin also moved the confirmation of the second resolution, which was as follows:—

"That Mr. F. Maitland be appointed Liquidator with a fee of \$500 for his services."

Mr. Stokes seconded this, which was also carried.

The meeting then closed.

ANOTHER GANG ROBBERY.

In connection with the armed robbery reported in our express to-day as having taken place last night at Hungshom, the police authorities appear to think the matter has been exaggerated. It is not doubtful altogether. A *Telegraph* reporter investigated the matter to-day, and found that person who claims to have been robbed was the partner of a man who was hanged in May last for what is known as the "Wanchai murder." She has been living in a hut at Fong-ping-chai and it appears that some men had quarrelled with her. She gave information that three of them, one armed with a revolver and another with a sword, came to her place and stole two boxes of old clothing and a jade bangle, valued at all at \$6. Seeing that the spoil was so small and considering the woman's reputation, it is reasonably concluded that the affair was not so serious as was at first anticipated.

JAPAN'S FIGHTING STRENGTH.

Kobe, December 31st.

Japan is making strenuous efforts to develop a fighting strength as great as that of any foreign Power, both on land and sea, and is devoting special attention and spending specially large sums for the building of warships. It is of distinct importance to European statesmen to have an accurate idea of Japan's real fighting strength, for, though she might not single-handed tackle any first-class Power, she would be an important ally and a valuable accession of strength in a general *mélée* in the East.

In the last negotiations there was wild outcry among some of the intensely loyal Japanese to fight Russia, and even to fight all the Powers.

The Government wisely curbed the outbreak of feeling, and the danger passed. But there are still many who are not fully convinced that Japan can make a good fight of it against Russia, and that the Russians were really afraid to attempt isolated action. And there are many Japanese who regard the war preparations as the easiest convenient opportunity to get revenge, and a favorite amusement is to draw fanciful word-pictures of the day when Japan is in the proud position of being able to dictate to the world, on all Eastern matters at any rate.

Even the most serious and most moderate of Japanese cannot help thinking of Japan as the predominant Power in the East, within a few years, the world being usually expected to begin as soon as the whole of the warships now contemplated are completed. Without going quite so far as to imagine the new ships will make Japan a dictator in the world, we recognize that she is a factor to be taken into consideration in calculating the balance of power. Japan is the only Asiatic nation now possessing any real independence, and already her army and navy surpass those of several European countries.

Taking even Russia that is to say—taking Russia's forces in the East now or in the time of emergency—Japan (on paper) compares very fairly. The whole Russian navy may be set down roughly as comprising 45 armoured and 35 unarmoured ships, and the Japanese 7 armoured and 20 unarmoured. The Russian fleet, however, cannot all come to the East; some of the vessels are in the Black Sea and cannot come out under the treaties with Turkey, and in any event Russia would need to keep the best part of her fleet in European waters.

The Vladivostok station cannot ordinarily expect to be much stronger than it is now, and only in times of absolute harmony in European politics could Russia afford to detach any appreciable part of her Baltic or Mediterranean squadrons for the Far East. Diplomacy, however, was always a strong point with Russia, and it is not yet so with the Japanese, who were really out-manned and may be again. However, Japan has elected to compete in the race for naval supremacy, and has at any rate a fair prospect of making herself worthy of more serious attention than in the old days when China was believed to be the principal nation in the East.

Some day, perhaps, Japan may acquire the art of arranging strong combinations with other Powers, as Russia does. But what does it mean to Japan, to keep up its naval display, like a society "people" keeping up style "at all costs? What is the cost, and what does it buy? Here are a few figures showing the naval expenditure of the principal Powers last year, approximately given in pounds sterling:—

	Total	New	Ship
Great Britain	18,000,000	4,500,000	
France	12,000,000	1,000,000	
Russia	6,000,000	2,000,000	
Germany	4,000,000		
Italy	3,713,000	912,000	
Japan, 1896	3,835,000		
1897	7,800,000		

The detailed figures show that much more of Japan's naval expenditure goes out of the country than with other countries; and that is the most important fact for the Japanese to remember. All the other countries above quoted spend their money within their own borders to a great extent, stimulating thereby the industrial life of the country. Japan is trying to get into the same way, but it will be a long time yet before she can make modern battle-ships, armour, and such things. Meantime here is all the money going abroad. And for what? For the sake of enabling Japan to throw herself into the whirlpool of international politics and take part in international struggles when occasion may arise, and get herself hurt, as even the victors must be. To be covered with glory is a very fine thing, but sometimes involves being covered with impetuosity, and that is not a warm covering in the winter of adversity. In the Japanese Budget for next year, war expenditure is more than half of the total:—

	Ordinary	Extraordinary
Total Budget	112,330,280	91,600,954
Army	29,129,376	24,116,810
Navy	9,870,289	7,839,804
Extraordinary expenditure		
Total Budget	127,344,174	84,194,310
Army	30,688,797	25,234,464
Navy	68,136,668	59,811,581

That is to say, out of a total revenue, ordinary and extraordinary, of 219 million yen, no less than 137 millions are to be devoted to the military occupation of killing or preparing to kill. And the bulk of this money goes to other countries, helping to make them richer and better prepared with force to crush Japan when occasion does arise. It is not edifying that over half of a nation's revenue should go in war preparations, and it is not clever to get rid of a maximum amount of money in a minimum space of time and for a minimum benefit to anybody, and it is not conducive to the peace of the world when a nation, having had to yield to *force majeure*, deliberately occupies itself in killing or preparing to kill.

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SPORTS & PASTIMES.

CRICKET.

ROVERS v. B.C. WEST YOKES.
The following is the result of the cricket match played at Happy Valley on Saturday last between the Rovers and "B" Co. West Yokes.
HONGKONG ROVERS.

R. F. Lammont, c. Walsh, b. Hincholls	4
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Intimations.

CHOICE SELECTION OF SWEETS.

"Reviving Sweets repair the Mind's Decay."—POPE.

CADBURY'S CHOCOLATE CREAMS.

A Large Variety in FANOF BOXES, at Popular Prices.

PASCALL'S GOLDEN MALTEX.
CHOCOLATE PISTACHE. MARRONS GLACES.
AMANDES GRILLEES. NOUGAT AUX FRUIT. XTALIZED STRAWBERRIES.
JORDAN ALMONDS. BON-BONS FINS.
&c. &c. &c.

ATKINSON'S PERFUMES,
Various Odours.WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

THE CLUB HOTEL, HOTEL METROPOLE,

5, BUND, YOKOHAMA.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.L. DEWETTE, Manager,
TOKYO.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all diseases of Throat and Lung Diseases. It stops coughing, relieves inflammation, overcomes the excessive wasting of the system, and builds up strength. Its many uses in building up the system are too numerous to detail. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from the Cargo.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 8th January, 1897. [12]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, Fiume and Trieste.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MAQUIS BACQUEHEM"
Captain G. Constant, will be despatched as above on THURSDAY, the 14th instant.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co., Agents.

Hongkong, 8th January, 1897. [1928]

NOTICE.

STEAM TO SHANGHAI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"OHENZOLLERN"
Captain H. H. H. H. will leave for the above Ports on or about THURSDAY, the 14th inst.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 9th January, 1897. [196]

NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship"PRINZ HEINRICH"
Captain Coppers, due here with the outward German Mail about the 13th inst., will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS & Co., Agents.

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Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship"THALES"
Captain Douglas, will be despatched for the above Ports TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 11th January, 1897. [109]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).
THE Company's Steamship"FAUSANG"
Captain Moncar, will be despatched as above TO-MORROW, the 12th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th January, 1897. [110]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship"KUTSANG"
Captain Gen. Payne, will be despatched as above on WEDNESDAY, the 13th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th January, 1897. [106]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.
MONTHLY SERVICE.
(Under Mail Contract.)FOR KOBE AND YOKOHAMA.
THE Company's Steamship"MIKE MARU"
Captain P. H. Guld, will be despatched for the above Ports on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th January, 1897. [107]

NIPPON YUSEN KAISHA.

HONGKONG-NAGASAKI LINE.
FOR SHANGHAI, CHEFOO, JINSEN AND NAGASAKI.
THE Company's Steamship"SENDAI MARU"
Captain C. Olsen, will be despatched for the above Ports on THURSDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 11th January, 1897. [102]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA (DIRECT).
THE Company's Steamship"AMARA"
Captain W. E. Kent, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th January, 1897. [111]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE.
(Under Mail Contract.)FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship"OMI MARU"
Captain C. Young, will be despatched for the above Ports on FRIDAY, the 15th instant, at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A daily qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th January, 1897. [108]

FOR NEW YORK, via SUEZ CANAL.
To follow the S.S. *Asaka* and *Claverhill*.
THE Steamship"MORVEN"
on or about the 15th January, 1897.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 28th December, 1896. [71]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Mount Lebanon, Saturday ... 16th January.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON"
will be despatched hence for VICTORIA (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th January.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the Consulate-General, Portland, Oregon.

For further information, as to Passage and Freight, apply to

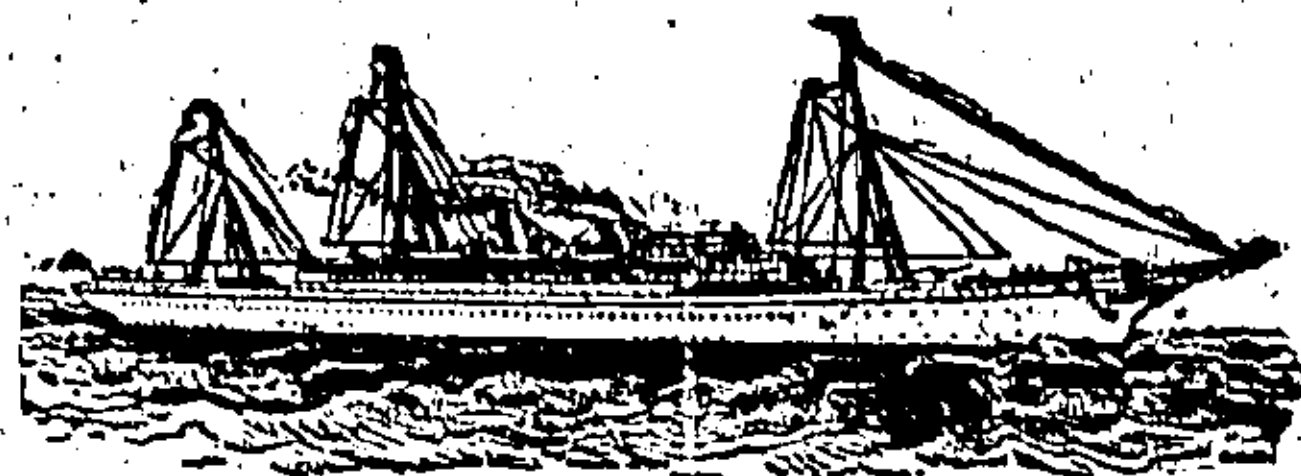
SHEWAN, TOMES & Co., Agents.

Hongkong, 30th December, 1896. [72]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 17th February, '97
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th March.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 23rd December, 1896.

D. E. BROWN, General Agent,
Pender's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 16th Jan., at Noon, 1897.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 4th Feb., at Noon.

Coffin (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 23rd Feb., at Noon.

THE Company's Steamship

"DORIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 16th January, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd December, 1896. [5]

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
BOATYERS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED LEAD BRAND.
HARTMAN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES
&c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 11th Nov. 1896. [5]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"GANGES"
Captain T. F. Creery, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 14th January, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Pendular* leaving that Port for London direct on the 6th February.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 31st December, 1896. [15]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INDIAN and EASTERN COASTS OF THE UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctors and Stewards' service.HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)Olympia ... 2.508 | Tuesday ... 1 Jan. 10.
Dorcas ... 3.507 | Tuesday ... 1 Feb. 9.Tacoma ... 2.540 | Tuesday ... 1 Mar. 2.
Victoria ... 3.507 | Tuesday ... 1 Mar. 23.

Olympia ... 2.508 | Tuesday ... 1 April 9.

THE Steamship

"OLYMPIA,"
Captain J. Treebridge, sailing at Noon, on TUESDAY, the 10th January, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 6th January, 1897. [14]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich ... 12nd Feb.

Fremont ... 2nd March.

Sachsen ... 10th March.

Bayern ... 27th April.

Prinz Heinrich ... 15th May.

ON TUESDAY, the 2nd day of February, 1897, at 4 P.M., the Company's Steamship "PRINZ HEINRICH," Captain Coppers, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 30th Jan. Cargo and Specie will be received on board until 2 P.M. on MONDAY, the 1st Feb. Contents of Packages are required.

No Parcel Receipts will be signed for less than 50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 9th January, 1897. [16]

Printed and Published by CHENEY, DUNN & Co., at No. 4, Pender's Street, in this City.